

LXVI. THEODORE FRENCH, son of Capt. Theodore French, graduated at D. C., 1852; studied law; now in practice at St. Pauls, Min.

LXVII. NATHANIEL L. UPHAM, son of Hon. N. G. Upham, graduated at D. C., 1853; accompanied his father, who was "Commissioner of Claims," &c., to England, the same year, and is now a student in theology.

LXVIII. WILLIAM W. BAILEY, a native of Hopkinton, graduated at D. C., 1854; a student of law.

LXIX. BELA NETTLETON STEVENS, son of Hon. Josiah Stevens, graduated at D. C., 1854; a student of law.

LXX. BENJAMIN E. BADGER, son of Stephen C. Badger, Esq., graduated at D. C., 1854; a student of law.

LXXI. CHARLES CARROLL LUND, son of Joseph S. Lund, graduated at D. C., 1855; now teacher in High School, Concord.

LXXII. WILLIAM KIMBALL ROWELL, son of Dea. Ira Rowell, born Nov. 9, 1829, graduated at D. C., 1855; now teacher of Academy in Hopkinton.

No. 7.

MISCELLANEOUS MATTERS:

SOME OF WHICH ARE REFERRED TO IN NOTES IN THE PRECEDING HISTORY.

PRINTING. (See p. 310.)

In 1835 the late Jonathan Farmer, Esq., wrote an article, giving the history of printing in this town,—particularly of newspapers,—which was read at a Printers' Festival in commemoration of Franklin's birth-day, Jan. 17, 1835, and afterwards published in the N. H. Patriot, Jan. 26, 1835: to which those who wish to investigate the subject are referred. In continuation of that history, the following statements are here added.

The New-Hampshire Patriot. Nov. 21, 1840, Cyrus Barton, associated with Henry H. Carroll, as editor and publisher, under the firm of "Barton & Carroll." Dec. 1, 1841, Cyrus Barton retired, and Nathaniel B. Baker associated with H. H. Carroll, under the firm of "Carroll & Baker." Oct. 30, 1845, N. B. Baker retired, and H. H. Carroll became sole proprietor. Mr. C. died Aug. 4, 1846, and the business was carried on by George Minot, Esq., administrator—Thomas P. Treadwell, editor. Dec. 3, 1846, William Butterfield became sole proprietor. May 27, 1847, the N. H. Patriot, represented by Wm. Butterfield, and "Hill's N. H. Patriot," by John M. Hill, were united under the proprietorship of "Butterfield & Hill." May 10, 1853, John M. Hill retired, and William Butterfield became sole proprietor.

New-Hampshire Statesman and State Journal. George W. Ela, editor and publisher, disposed of his interest in this paper to Jacob H. Ela and A. C. Blodgett, in 1842; in July, 1844, it went into possession of George O. Odlin, John C. Wilson and John P. Osgood, in whose hands it continued with some changes of an unimportant nature, up to July, 1851, when the establishment was purchased by Asa McFarland and Geo. E. Jenks, who are now the proprietors.

New-Hampshire Observer. Since 1835 this paper has passed through many changes, as to editors and owners. Rev. David Kimball was a while connected

with Edmund S. Chadwick, in publishing it, under the title of "Christian Panoply;" Mr. Kimball next became sole proprietor, and a connection was formed in 1840, with the Rev. Henry Wood as editor, and the name was changed to "Congregational Journal." The connection between Mr. Kimball and Mr. Wood closed in 1842, and the paper was wholly conducted by Rev. Henry Wood. In 1846 Mr. Wood's interest in the paper was transferred to B. W. Sanborn, as publisher; the former retaining a connection as editor, and continued thus till Jan. 1, 1854, when the Rev. Benjamin P. Stone* became editor.

A paper advocating the principles of temperance has been published for a considerable time, but under so many names and so many editors that to trace its history is impracticable. Other papers have had "their day," and passed away.

The "Balm of Gilead and Practical Universalist" was published at Concord, Nashua and Manchester, in 1842, and continued a few years.

In April, 1842, Messrs. Tracy and Colby, of Concord, commenced the publication of the "Iris and Literary Repository," a monthly periodical; discontinued.

A semi-weekly paper, edited by George Kent, Esq., was started in Concord, in May, 1842.

The "Baptist Register" was published in Concord for several years, commencing about 1833.

The *Independent Democrat* was first published at Manchester, May 1, 1845, by Robert C. Wetmore; moved to Concord in about nine weeks, and shortly after, G. G. Fogg, Esq., then of Gilmanton, commenced contributing to its editorial columns, and soon became sole editor. In July, 1847, the proprietorship of the Democrat was disposed of by Mr. Wetmore to J. E. Hood and G. G. Fogg, and united with the "Granite Freeman," a liberty party paper, previously published by Mr. Hood, and under the title of "Independent Democrat and Freeman," published by them until Feb. 1, 1849; then Mr. Hood disposed of his interest in it to G. G. Fogg and A. H. Wiggin. In 1854 the former became sole proprietor.

The *Semi-weekly State Capital Reporter* was commenced by Col. Cyrus Barton, Jan. 1, 1852. In May, 1853, Amos Hadley, Esq., was associated with him under the firm of "Barton & Hadley." They commenced the weekly *State Capital Reporter*, July 1, 1853. In August, the same year, the Reporter became united with the "Old Guard," a journal commenced by Hon. Edmund Burke. In Nov., 1853, the name of the Reporter was changed to the "Reporter and Old Guard," conducted by the same editors, with Mr. Burke a contributor, and so conducted until Feb. 17, 1855; when, Col. Barton having died, his interest was vested in his widow, and the name of the firm was changed to "Hadley & Barton." The semi-weekly Reporter was discontinued in August, 1854.

At the present time, printing, not only of newspapers, but books of every description, is one of the most extensive branches of mechanical business in Concord.

"ELECTION DAY."

The great day in Concord, of all the year, was *Election day*. This occurred on Thursday, of the first week in June, when the new Governor was usually inducted into office. Preparations for the occasion commenced in May, when the women put every thing in order *in-doors*, and the men, *out-doors*. Rooms were swept, white-washed and garnished; wood piled, and chips raked up; door-yards cleaned; fences repaired; barns put in order; provisions laid in, and

* Rev. Benjamin P. Stone, D. D., has resided in Concord since 1837. He was born in Reading, Vt., Feb. 11, 1801, son of David Stone, a native of Groton, Mass., whose mother was Martha Lawrence, a descendant of John Lawrence, of Watertown, Mass., 1635. Mr. S. graduated at Middlebury College, 1828; studied theology at Andover; ordained the first pastor of the church in Franklin, N. H., May, 1831, where he remained one year; installed pastor at Campton, 1832; appointed Secretary of the N. H. Missionary Society, 1837, and moved to Concord.

all things else put in readiness for "lection." From Monday to Wednesday, members of the Legislature, ministers of the gospel — all sorts of public men — would be seen "coming into town," some on horseback, some in wagons and carriages; some in stages — but all would be on hand by Wednesday. Almost every family on Main street in old times took boarders. The ministers of the "standing order," as they were then called, who were always provided for, met in Convention on that day, and had a sermon preached at the Old North Meeting-house in the afternoon or evening. On Thursday, the "people" came from all adjacent and remote sections of the State — men, boys and *negroes* — equally eager to participate in the festivities of the occasion. Booths, tents, or stands well furnished with all kinds of eatables, and especially *drinkables*, were erected along on both sides of Main street, from the vicinity of the meeting-house to the middle of Main street. On the forenoon of Thursday was the great procession, composed of a cavalcade and of military companies, by which the Governor was escorted into town, amid a cloud of dust and the thunder of a *six-pounder*! Next followed in procession all the honorable State authorities, ministers of the gospel, public men of all ranks, titles and pretensions, with a more numerous side procession of the "people," including women and boys. Previous to 1819 this procession marched with martial music from the old town hall, and afterwards from the State House to the old meeting-house to hear the Election Sermon. The sermon was preached by a person previously appointed either by the Governor and Council or by the Legislature. On this august occasion the old meeting-house was crowded to its utmost capacity — the honorables having seats in the pews below, and the people in the gallery. To prevent any accident from over-crowding the old oak edifice, the galleries were *shored up* with substantial timbers! The appointment to preach the Election Sermon was considered complimentary to the talents and standing or to the *politics* of the minister, and of course it was not uncommon for him on such occasions to do his best — speaking "to the times" — and often echoing the voice of the people, as well as the voice of God! Some of the election sermons were fine specimens of pulpit oratory, and are remembered by aged people to this day.

At the earliest period the sermon was followed by a public dinner, which, however, was discontinued in later times. Gov. John Langdon, John T. Gilman and Samuel Bell, are remembered as among the most dignified Governors of former years. Gov. Gilman is remembered by many as wearing a cocked up hat, with a large cockade. For his body guard he had a negro servant by the name of "London." This London, having been a soldier in the Revolution, always appeared on election days, dressed in his regimentals, with a cocked hat, and bore the name of "Gineral." All the negroes in the vicinity, especially such as had served in the war, would rally, and march under command of "Gineral London," to pay their salutes to the Governor; and, what was better, to receive from him a treat!

Previous to 1816, and even later, the head or center of the great gatherings on election day was at the north end. There was the meeting-house, and the post-office, and the great Washington tavern! But after the State House was built, the attraction was stronger that way; so that, gradually, as the people drew down into that vicinity, the distance to the old meeting-house seemed much longer; and finally the old customs of processions, sermons, booths and exhibitions on election day ceased. Though the name is kept up, the thing itself has passed away. "*Sic transit gloria mundi!*"*

LIST OF MINISTERS WHO HAVE PREACHED THE ELECTION SERMON, SO FAR
AS COULD BE ASCERTAINED.

NAME.	RESIDENCE.	YEAR.	NAME.	RESIDENCE.	YEAR.
Rev. Samuel McClintock,	Greenland,	1784.	Rev. John C. Ogden,	Portsmouth,	1790.
Rev. Jeremy Belknap,	Dover,	1785.	Rev. Israel Evans,	Concord,	1791.
Rev. Samuel Haven,	Portsmouth,	1786.	Rev. William Morrison,	Londonderry,	1792.
Rev. Samuel Langdon,	Portsmouth,	1788.	Rev. Amos Wood,	Weare,	1794.
Rev. Oliver Noble,	New-Castle,	1789.	Rev. Wm. F. Rowland,	Exeter,	1796.

* An amusing reminiscence of "Election Day" was published in 1842, in a paper called the "Locomotive," edited by Geo. Kent, Esq. It was attributed to Hon. Edward Kent, of Maine. The article was republished in Hill's N. H. Patriot, June 9, 1842.

Rev. Stephen Peabody,	Atkinson,	1797.	Rev. David Sutherland,	Bath,	1815.
Rev. Robert Gay,	Dover,	1798.	Rev. Pliny Dickinson,	Walpole,	1816.
Rev. Seth Payson,	Rindge,	1799.	Rev. Daniel Merrill,	Notti'gh'm W.	1817.
Rev. Jacob Burnap,	Merrimack,	1801.	Rev. William Allen,	Hanover,	1818.
Rev. Joseph Woodman,	Sanbornton,	1802.	Rev. James B. Howe,	Claremont,	1820.
Rev. Aaron Hall,	Keene,	1803.	Rev. Eph'm P. Bradford,	New-Boston,	1821.
Rev. Nath'l Porter,	Conway,	1804.	Rev. Jonathan French,	N. Hampton,	1822.
Rev. Reed Paige,	Hancock,	1805.	Rev. Bennet Tyler,	Hanover,	1824.
Rev. James Miltimore,	Stratham,	1806.	Rev. Phinehas Cooke,	Acworth,	1825.
Rev. Nathan Bradstreet,	Chester,	1807.	Rev. Ferdinand Ellis,	Exeter,	1826.
Rev. Nathan Parker,	Portsmouth,	1808.	Rev. Nath'l W. Williams,	Concord,	1827.
Rev. Wm. F. Rowland,	Exeter,	1809.	Rev. Nathaniel Bouton,	Concord,	1828.
Rev. Roswell Shurtleff,	Hanover,	1810.	Rev. Humphrey Moore,	Milford,	1829.
Rev. Thomas Beede,	Wilton,	1811.	Rev. Jazeniah Crosby,	Charlestown,	1830.
Rev. Moses Bradford,	Francestown,	1812.	Rev. Nathan Lord,	Hanover,	1831.
Rev. Peter Holt,	Epping,	1814.			

CONCORD LITERARY INSTITUTION AND TEACHERS' SEMINARY.

THE FIRST, AND THUS FAR THE LAST OF THE KIND EVER BUILT IN CONCORD.

In 1835 a building was erected on the hill directly west of Union street, on land given by Samuel A. Kimball, Esq., for the purpose of a High School or Academy. The building was 58 feet long, 54 wide, two stories in height, with a cupola; entrance, two doors in front, one for males and the other for females. The apartments were separated on the lower floor by a partition with sliding doors. In the upper story were rooms for a library, apparatus and recitations, with a spacious hall for exhibitions. The cost of the building, which was paid for by subscriptions, was about \$3500, exclusive of apparatus and library, which were estimated at \$200. A Board of Trustees was chosen, of which Rev. N. Bouton was President, Rev. E. E. Cummings, Secretary, and Dea. William Gault, Treasurer. An act of incorporation was obtained, and a public school opened in the building in the fall of 1835, under the instruction of Mr. T. D. P. Stone, as principal; Miss Elizabeth Fuller, preceptress, and Miss Rowena Coffin and Miss Mary K. Coffin, assistants. Mr. Stone resigned in August, 1837, but the school was continued under successive teachers until 1844, when, on account of pecuniary embarrassments, the building was sold at public auction for \$540. It was afterwards bought by Hon. Isaac Hill, moved away, and constructed into three dwelling-houses, at the lower end of Main street. [For further particulars, see Records of the Institution, in N. H. Historical Society's Library, and document on file, marked "Concord Literary Institution," &c.]

BOATING COMPANY. (See p. 371.)

The navigation of the Merrimack by boats to this place was consummated mainly by the enterprise and energy of John L. Sullivan, Esq., a gentleman highly esteemed in this section, who was many years superintendent of the Middlesex Canal, in Massachusetts, and also of the locks and canals on the Merrimack. Most of them were built under his supervision. He early conceived the idea of navigating the Merrimack by steamboats, and with this view, having obtained a charter from the Legislature giving him the exclusive right, he commenced about 1814, building boats at Charlestown, Mass., and, after trying various models and numerous experiments on machinery, he so far succeeded as to get a boat propelled by steam to reach here in 1819. It was his purpose to tow the loaded boats by this steamboat, but it was found on trial that she had barely sufficient power to pass herself up the rapids, without any incumbrance, and the project was finally abandoned.

A charter was granted by the Legislature of New-Hampshire in 1812, incorporating John L. Sullivan and his associates, by the name and style of the "Merrimack Boating Company."

The first boat up the river arrived at Concord in the autumn of 1814. The locks on the river not being completed, she brought but a small cargo, consisting of general merchandise.

In June, 1815, the locks on the river, and the warehouse near Concord bridge being in order, the boats commenced running regularly.

The rates of freight between Boston and Concord were as follows: viz.,

	Upward, \$12; downward, \$8 per ton of 2240 pounds.					
1815 to 1819.	"	10	"	7	"	"
1819 to 1822.	"	8	"	6	"	"
1822 to 1824.	"	7	"	5	"	"
1824 to 1830.	"	5	"	4	"	"
1830 to 1836.	"	6	"	4	"	"
1836 to 1837.	"	5	"	4	"	"
1837 to 1841.	"	5	"	4	"	"
1841 to 1842 — 1st class.	"	4	"	4	"	"
1841 to 1842 — 2d class.	"	4	"	4	"	"

The mode of propelling the boats up the river was by means of setting-poles. In going downward they used oars, but when the wind was fair, sails were used, both in ascending and descending.

The company suffered severe losses occasionally by the upsetting or swamping of boats. In one instance a boat, by imprudently attempting to run over Goffe's falls, was capsized, and one of the men drowned. This was the only instance of any one being drowned from the boats. It was customary in high water to use oxen to tow the boats over some of the rapids. At the head of Amoskeag falls was one of these rapids. A boat, with a full cargo of miscellaneous goods, having ascended the locks, the team was made fast to her to tow her over the rapid; by some misunderstanding the team was started before the men on board had got the boat in the proper position. This gave her such a "shear" out into the current that the whole force of it came against her broadside, and it was impossible for the men to "round her to" in season to save her, and it was found that she must go over the falls "in spite of fate," and for a time it seemed that the men and team must all go with her, but fortunately the men, by leaping overboard, made shift to reach the shore in safety, and by dexterously cutting the rope just as they were being drawn into the river, the oxen were saved. The boat went over the falls, and was, of course, dashed in many pieces. A portion of the cargo was picked up below, very much damaged. This happened in 1840, and caused a loss to the company of about \$2500.

The company was under the general management and control of John L. Sullivan, Esq., from its commencement up to 1822, when his interest in it ceased.

The business of the Boston Landing was under the care of the late David Dodge, Esq., from its commencement to 1823; from that time to its close Mr. Reuben B. Sherburne had charge of it; at Concord, the late Samuel Butters had charge up to 1819; from then to its close Theodore French was in charge. The number of boats employed during spring and autumn was about twenty; in summer, a less number; capacity of boats, twenty tons — manned by three men. The greatest amount of freight charged in any one season was in 1839 — \$38,169. The average from the commencement to the close of the business was about \$25,000 per season.

In addition to their freighting for others, the company brought up and sold large quantities of salt, lime and plaster on their own account.

In 1823 the corporate name of the company was, by act of the Legislature, changed to the "Boston and Concord Boating Company." They continued to do a prosperous business until superseded by the Concord Railroad, in the fall of 1842.

FREE BRIDGES. (See p. 469.)

The first free bridge ever built over any part of Merrimack river, it is believed was built in Concord, in 1839. In this undertaking persons residing in the Main village, and near the center of Main street, took an especial interest. The first meeting for consultation on the subject was called by Mr. John Gass, and was held at the American house, in the fall of 1838; Hon. Isaac Hill was chairman; a committee was then appointed to obtain subscriptions for the purpose, in Concord, and in towns eastward, and \$4380 were subscribed. At a subsequent meeting, Nathan Call and John Gass, of Concord; Bailey Parker, of Pembroke,

and Cyrus Tucker, of Loudon, were appointed a building committee. It was built of wooden piers, where the free bridge now stands; a road opened across the interval on both sides of the river, and through the gulley, eastward; and road commissioners then laid out the road, assessing one half the cost upon the town. In January, 1841, the bridge was carried off by a great freshet, but rebuilt as soon as practicable, at a cost of about \$3000. Still, it was materially injured again and again by freshets; when, in 1842, a powerful opposition was raised against it by inhabitants in other sections of the town. At a meeting, April 11, 1842, it was voted, "that, in the opinion of the legal voters of the town of Concord, the free bridge over Merrimack river is, in its conception, location and construction, impolitic, unequal and oppressive, and ought not to be continued at the expense of the town." The question of sustaining it was also carried into court, at a considerable cost to the parties.* In 1850 a board of selectmen was chosen, who were in favor of a free bridge, and who were instructed to proceed to rebuild it in a substantial manner. This was accordingly done in the course of the year.

At the present time, 1855, the "Concord Bridge," which was built in 1795, is the only *toll bridge* in the bounds of the city.

COST AND ESTIMATED VALUE OF BRIDGES.

	WHEN BUILT.	ORIGINAL COST.	PRESENT VALUE.
Free Bridge,	1849-50	\$16,753	\$12,000
Federal Bridge,	1850-51	15,950	12,000
Two Bridges at Fisherville,	1849-50	5,150	4,000
Horse-hill Bridge,	1852	2,676	2,000
Sewall's Falls Bridge, town paid, 1852		1,735	
Sewall's Falls Bridge, city paid, 1853		6,335	8,000
			<hr/> \$38,000

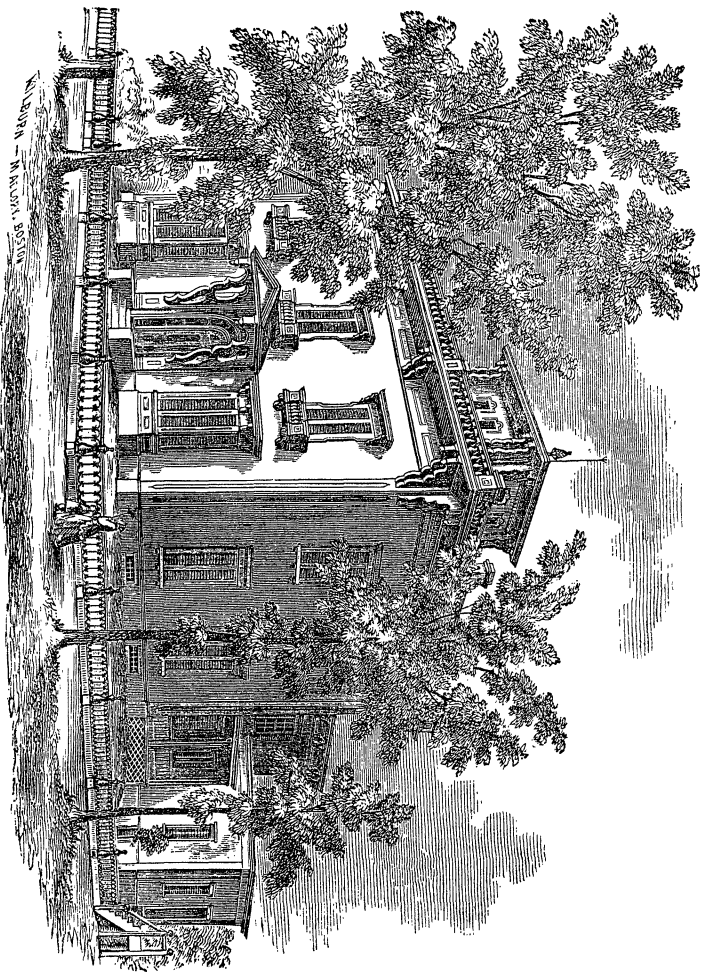
COL. BENJAMIN GROVER'S HOUSE.†

Col. Grover's house, an elegant view of which he has furnished, by particular request, for this History, is the latest and best specimen of architecture to be seen in the city. It stands on Pleasant street, near the new Baptist church, on a lot 80 by 175 feet, which cost, in 1850, \$900. The house was built in 1854—G. M. Harding, then of Concord, architect; Colby and Dow, of Concord, builders. The sketch was drawn by Mr. Nathan Brown, of this city, and engraved by Kilburn & Mallory, of Boston. The cost of the house without the land was about \$7,500. A view of this elegant structure, with other beautiful houses in its vicinity; also, others on "Kent's," or "Holt's Hill," some towards the south end of Main street, and the northerly part of State street, together with the substantial dwelling of Hon. Francis N. Fisk, at the "north end," may give us a just idea of the progress made since the log-house period, not only in architecture, but in the comforts of domestic and social life.‡

CARRIAGE MANUFACTURE.

Mr. Lewis Downing, in answer to a request from the author, says: "I commenced business in Concord, May, 1813, nearly opposite the Merrimack County Bank. When I began, my whole capital consisted of my tools and about \$60 in cash, in all, \$150. The first year I worked entirely alone. At that time every part of the work was done by hand labor; *no power machinery*. In the fall of 1816 I moved my shop to the south end of the street. After the first year I employed from three to six hands, for ten or twelve years; after that, I enlarged my shop, and started all the different branches connected with carriage business, such as blacksmith, painting and trimming, &c., and commenced building chaise and coaches, &c., and employed from thirty to forty hands up to 1847. At that time I built new shops in the center of the street, and took my

* See Town Records. † For a view of it, see next page. ‡ Compare p. 514, &c.



RESIDENCE OF COL. BENJAMIN GROVER.

two sons into the business with me. Since 1847 have employed from forty to seventy hands; *now seventy hands*, and could sell the work of twice that number, but my practice has ever been to do no more business than I could see to, personally."

In reply to inquiries of Messrs. J. S. & E. A. Abbot, who are also engaged in the manufacture of carriages of various kinds, they say: "In 1854 we sent carriages into every State, Territory and Province in North America, (except Delaware;) also, Mexico and South America. We employed averaging one hundred and ninety men; delivered six hundred and twenty-five carriages, and used three hundred thousand feet of lumber, two hundred and fifty tons Cumberland coal, six thousand five hundred bushels charcoal. We cannot now name the exact amount of iron, but about two hundred and fifty tons."

CONTEST BETWEEN THE "NORTH" AND THE "SOUTH-ENDERS" ABOUT AN OLD GUN!

[COMMUNICATED BY MR. CHARLES K. WEST, OF CONCORD.]

At the close of the war of 1812-15 there were two small cannon in Concord—one belonging to the south and the other to the north end—and to manage them, two companies were formed: that at the north end commanded by a son of David George, and that at the south by Col. William Kent. About 1817 a sham fight occurred between them, on the Court House hill, in which both companies became greatly excited, and began to load with gravel, when the town authorities interfered. From that time an enmity continued between the boys of the north and south ends, until both guns were out of the way. "The fate of the south gun," says Mr. West, "I never knew." "About the year 1818, on the 4th of July, the south-enders took the north-enders' gun from them, after a hard conflict. Before winter the gun was recaptured, dismounted and kept till the spring of 1819, when the south-enders again took the gun, while it was firing one evening on the hill back of the Court House, and hid it in Major Chandler's jewelry shop. The north-enders keeping themselves well drilled and armed with suitable cudgels, with spikes in the end, appointed a committee to prepare tools and break into Major Chandler's shop in the night and get the gun, while a sufficient number should stand by to carry off the prize. After commencing operations, however, they desisted through fear that they might be taken up for stealing; but the Major soon after ejected the gun from his shop. It was then placed by the south-enders in the loft of the Phenix stable, chained to a beam, fastened with a padlock, and guarded by a faithful dog. Before a month passed away the dog was *bribed*, the gun taken, and let down through the attic window on to the dung heap, where it struck hard, but noiseless; thence it was triumphantly borne off upon a wheel-barrow, and fired *once* that night at the north end! It was never fired but a few times after that, and but once at a time. I kept the gun in my possession till 1826, occasionally changing its hiding-place. When about to leave town, as I could get no one to take charge of it, and the excitement was still kept up, finally, rather than the gun should go into the hands of the south-enders, (with the help of only one of the faithful to assist me,) I took the gun to Horse Shoe pond and sunk it, where I have every reason to believe it still remains—a *north-ender*!"

INDIAN REMAINS—REMARKABLE DISCOVERY.

Just as this chapter of our History was going to press, an interesting discovery was made of Indian remains. The third week in November inst., (1855,) Mr. Cyrus W. Paige, in digging a cellar for a new dwelling-house west of Richard Bradley's, and on land recently sold by him, came to *human bones*, which, from their position and quantity, greatly excited his attention. Before removing them he called on Dr. William Prescott, who, after carefully examining them, expresses the opinion that without doubt they are the remains of Indians long since interred there. Dr. Prescott says, in a communication which I have

the honor to acknowledge : "The whole number found thus far is *nine*, and all were comprised within a space of about ten by fifteen feet. Three of them were adults—one male, of a very large size, and two females; the others were children and youth. Considering the time that must have elapsed since they were interred, the bones were in a tolerable state of preservation. Two of the craniums were nearly perfect—that of the adult male and one of the adult females. They were each enshrouded in a thick envelope, consisting of several thicknesses of *pitch pine bark*—the only exception being what appeared to be a female between two infants, all being enclosed in one general envelope. The skeletons all lay upon the right side, in a direction north and south, the face looking east; the lower limbs somewhat *flexed* upon the trunk, the knees flexed at about right angles, and the elbows completely flexed, the head resting upon the right hand.

I have the honor to be,

Very respectfully,

Your friend,

WM. PRESCOTT."

NO. 8.

DOCUMENTARY AND STATISTICAL CHAPTER.

The author had designed to publish in this chapter all the documents referred to in the body of his History, but is compelled by the limits of the work to abridge in this particular. Those of more general interest, and essential to illustrate and confirm the statements in the History, are, however, herein contained; while the others have been carefully labeled and marked, so as to correspond with the pages referred to, and may be found filed in the archives of the N. H. Historical Society, where they will be accessible, upon application to the librarian, by persons who desire more particular information.

DOCUMENT FOR CHAPTER II., p. 56.

PENNECOOK, March 22, 1722.

March 19, Capt. Frie and Lieut. Barker with thirty men moved from Andover, to go to Pennecook. Ye 1st day was Stormy, but we went to Nutfield, and lodged there that Night. The 2d Day we came to Amiskege, and lodged there. The 3d day we Came to Suncook, *in Pennecook*, and built four Casys, and lodged there. The 4th day we came to Pennecook Plains, att ye Intervale Lands, about 11 of the Clock. There we found five of those men which came from Ireland. Mr. Houston was one of them. They came to us, and we chose Capt. Frie to discourse them with 4 men. They say they have a Grant of this Pennecook on both sides of the River. They call us Rebbels, and commands us to discharge the Place, both in the King's name and in the Province's; and if we don't, in a fortnight they will git us off: We therefore desire you, Justice Stevens, with the Committe, to send us word whether we have any Encouragement to Stay, or else to draw off. Butt Capt. Frie's Courage is So that he will Stay allone rather then Let them userpers drive us off.

A true copy of ye Journall Sent from Pennecook, and of Their Treatment when they got there.*

*Furnished by Hon. C. E. Potter.